

|   |   |   |                                   |              |
|---|---|---|-----------------------------------|--------------|
| <b>RTIP ID#</b> <i>(required)</i> ORA 112622  |   |   |                                   |              |
| <b>TCWG Consideration Date</b>  |   |   |                                   |              |
| <b>Project Description</b> <i>(clearly describe project)</i><br>The project proposes to widen a 0.4 mile long segment of Brookhurst Street from 4 lanes to 6 lanes, between I-5 and SR-91 in the City of Anaheim; see Figures 1 and 2. The Project will shift the roadway centerline a maximum of 22 feet to the east to accommodate road widening, bikeways, sidewalk, and landscaped areas. Additional improvements include realignment of Huntington Avenue West and Huntington Avenue East to eliminate the current off-set intersection and to create a single intersection with a new traffic signal. Drainage improvements are also proposed. The project would require 19 full and 13 partial property acquisitions and relocation/reconstruction of utilities. See Figure 3.   |   |   |                                   |              |
| <b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i><br>Road way realignment. Project includes intersection signalization.  |   |   |                                   |              |
| <b>County</b><br>Orange   | <b>Narrative Location/Route &amp; Postmiles</b> The project is located in the City of Anaheim on Brookhurst Street, extending from the SR-91 off- and on-ramps on the north to the intersection with La Palma Avenue on the South.<br><b>Caltrans Projects – EA# 965105 STPL5055(163)</b> |   |                                   |              |
| <b>Lead Agency:</b> Caltrans for NEPA compliance, City of Anaheim for CEQA compliance   |   |   |                                   |              |
| <b>Contact Person</b><br>Tiberius Rosu, P.E.  | <b>Phone#</b><br>714-765-4113   | <b>Fax#</b><br>714-765-5225                             | <b>Email</b><br>TRosu@anaheim.net |              |
| <b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5 X</b> <b>PM10 X</b>  |   |   |                                   |              |
| <b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>  |   |   |                                   |              |
| <b>Categorical Exclusion (NEPA)</b>   | <b>X</b> <b>EA or Draft EIS</b>   | <b>FONSI or Final EIS</b>                               | <b>PS&amp;E or Construction</b>   | <b>Other</b> |
| <b>Scheduled Date of Federal Action:</b> 2013   |   |   |                                   |              |
| <b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>  |   |   |                                   |              |
| <b>Exempt</b>   | <b>Section 326 –Categorical Exemption</b>   | <b>X</b> <b>Section 327 – Non-Categorical Exemption</b> |                                   |              |
| <b>Current Programming Dates</b> <i>(as appropriate)</i>  |   |   |                                   |              |
|   | <b>PE/Environmental</b>   | <b>ENG</b>  | <b>ROW</b>                        | <b>CON</b>   |
| <b>Start</b>  | 2011  |   |                                   | 2013         |
| <b>End</b>  | 2013  |   |                                   | 2014         |
| <b>Project Purpose and Need (Summary):</b> <i>(attach additional sheets as necessary)</i><br>The purpose of the Project is to relieve congestion along the roadway and provide continuity in the number of lanes on Brookhurst Street and enhance aesthetics and improve drainage along the corridor. Brookhurst Street extends for approximately 3.5 miles in the city of Anaheim and carries between 33,000 and 41,000 average daily traffic (ADT). In the study area, the ADT is approximately 41,000 vehicle trips. In the city of Anaheim, only two segments of the roadway have not been improved to full arterial standards (6-lane divided highway)—the study area segment and the portion of Brookhurst Street from Katella Avenue to Ball Road. However, construction on the Katella Avenue to Ball Road segment is programmed for 2013, leaving only the project segment as not being improved to full standards. The segment of Brookhurst Street between La Palma Avenue on the south and SR-91 to the north is currently striped for two lanes in each direction. The reduction in lanes, compared to the rest of Brookhurst Street, results in congestion in the study area. In addition, within the project limits, there are no storm drains, so runoff sheet-flows to the street, which results in flooding during storm conditions. CEQA compliance documents have been completed for the proposed project and NEPA documentation is currently in process. |   |   |                                   |              |
| <b>Surrounding Land Use/Traffic Generators</b> <i>(especially effect on diesel traffic)</i><br>Existing land use include: single-family residential neighborhoods to the east and west; and, near the intersection of Brookhurst Street and La Palma Avenue, the Sa-Rang Community Church (also referred to as a “community and religious assembly use”) is located to the west; and commercial, educational, community and religious assembly and medical office uses are located to the east. There are no notable generators of diesel traffic.  |   |   |                                   |              |

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

**VOLUME TO CAPACITY RATIO AND INTERSECTION LEVEL OF SERVICE: YEAR 2015**

| Intersection   | Peak Period | Future (Year 2015) Without Project |     | Future (Year 2015) With Project |     |
|--|-------------|------------------------------------|-----|---------------------------------|-----|
|  |             | V/C or Delay                       | LOS | V/C or Delay                    | LOS |
| Brookhurst St and SR-91 WB Ramps   | AM          | 0.567                              | A   | 0.567                           | A   |
|  | PM          | 0.709                              | C   | 0.709                           | C   |
| Brookhurst St and SR-91 EB Ramps   | AM          | 0.729                              | C   | 0.537                           | A   |
|  | PM          | 0.661                              | B   | 0.633                           | B   |
| Brookhurst St and Huntington Ave*  | AM          | >50*                               | F   | 0.443                           | A   |
|  | PM          | >50                                | F   | 0.480                           | A   |
| Brookhurst St and Falmouth Ave   | AM          | 1.157                              | F   | 0.577                           | A   |
|  | PM          | 1.147                              | F   | 0.537                           | A   |
| Brookhurst St and La Palma Ave   | AM          | 0.671                              | B   | 0.667                           | B   |
|  | PM          | 0.719                              | C   | 0.717                           | C   |
| V/C: volume-to-capacity; LOS: level of service; SR: State Route; WB: westbound; EB: eastbound<br>* LOS based on HCM methodology of average delay (seconds/vehicle) due to existing stop-sign controls. |             |                                    |     |                                 |     |

**BROOKHURST STREET AVERAGE DAILY TRAFFIC VOLUMES – OPENING YEAR 2015**

No increase in volume from No-Build to Build

| Segment                    | Direction    | Segment Volumes – Average Daily Traffic (ADT) |               |                 |                |
|----------------------------|--------------|---|---------------|-----------------|----------------|
|                            |              | Total   | Auto 98%      | Medium Truck 1% | Heavy Truck 1% |
| North of Huntington Avenue | Southbound   | 18,699  | 18,325        | 187             | 187            |
|                            | Northbound   | 22,210  | 21,766        | 222             | 222            |
|                            | <b>Total</b> | <b>40,908</b>                                 | <b>40,090</b> | <b>409</b>      | <b>409</b>     |
| North of Falmouth Avenue   | Southbound   | 21,218  | 20,793        | 212             | 212            |
|                            | Northbound   | 21,283  | 20,857        | 213             | 213            |
|                            | <b>Total</b> | <b>42,501</b>                                 | <b>41,650</b> | <b>425</b>      | <b>425</b>     |
| North of La Palma Avenue   | Southbound   | 19,365  | 18,977        | 194             | 194            |
|                            | Northbound   | 22,668  | 22,215        | 227             | 227            |
|                            | <b>Total</b> | <b>42,033</b>                                 | <b>41,193</b> | <b>420</b>      | <b>420</b>     |

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

**VOLUME TO CAPACITY RATIO AND INTERSECTION LEVEL OF SERVICE: YEAR 2035**

| Intersection  | Peak Period | Future (Year 2035) Without Project |     | Future (Year 2035) With Project |     |
|---|-------------|------------------------------------|-----|---------------------------------|-----|
|   |             | V/C or Delay                       | LOS | V/C or Delay                    | LOS |
| Brookhurst St and SR-91 WB Ramps  | AM          | 0.757                              | C   | 0.757                           | C   |
|   | PM          | 0.801                              | D   | 0.687                           | B   |
| Brookhurst St and SR-91 EB Ramps  | AM          | 0.758                              | C   | 0.758                           | C   |
|   | PM          | 0.841                              | D   | 0.554                           | A   |
| Brookhurst St and Huntington Ave*   | AM          | >50*                               | F   | 0.571                           | A   |
|   | PM          | >50*                               | F   | 0.641                           | B   |
| Brookhurst St and Falmouth Ave  | AM          | 1.542                              | F   | 0.705                           | C   |
|   | PM          | 0.817                              | D   | 0.694                           | B   |
| Brookhurst St and La Palma Ave  | AM          | 0.782                              | C   | 0.788                           | C   |
|   | PM          | 0.841                              | D   | 0.839                           | D   |
| V/C: volume-to-capacity; LOS: level of service; SR: State Route; WB: westbound; EB: eastbound<br>* LOS based on HCM methodology of average delay (sec/veh) due to existing stop-sign controls |             |                                    |     |                                 |     |

**BROOKHURST STREET AVERAGE DAILY TRAFFIC VOLUMES – HORIZON YEAR 2035**

No increase in volume from No-Build to Build

| Segment                    | Direction    | Segment Volumes – Average Daily Traffic (ADT) |               |                 |                |
|----------------------------|--------------|---|---------------|-----------------|----------------|
|                            |              | Total   | Auto 98%      | Medium Truck 1% | Heavy Truck 1% |
| North of Huntington Avenue | Southbound   | 21,545  | 21,114        | 215             | 215            |
|                            | Northbound   | 25,591  | 25,079        | 256             | 256            |
|                            | <b>Total</b> | <b>47,136</b>                                 | <b>46,193</b> | <b>471</b>      | <b>471</b>     |
| North of Falmouth Avenue   | Southbound   | 24,447  | 23,958        | 244             | 244            |
|                            | Northbound   | 24,523  | 24,033        | 245             | 245            |
|                            | <b>Total</b> | <b>48,970</b>                                 | <b>47,991</b> | <b>490</b>      | <b>490</b>     |
| North of La Palma Avenue   | Southbound   | 22,312  | 21,866        | 223             | 223            |
|                            | Northbound   | 26,119  | 25,597        | 261             | 261            |
|                            | <b>Total</b> | <b>48,432</b>                                 | <b>47,463</b> | <b>484</b>      | <b>484</b>     |

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**  
N/A

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**  
N/A

**Describe potential traffic redistribution effects of congestion relief** (*impact on other facilities*)

Traffic pattern will be modified due to proposed medians along Brookhurst Street. Raised medians will be constructed along the corridor which will prohibit left-turn movements to and from local side streets and driveways along Brookhurst Street. The existing left turn movements from the “closed off” street would be restricted to right-turn only movements. These vehicles will make u-turns at the next signalized intersection with left-turn pockets. Furthermore, redirected left-turn movements from Brookhurst Street into the “closed off” local side street or driveways will make u-turns at the adjacent intersection with left-turn pockets. In addition to the existing signal at Falmouth Avenue, the project proposes to realign the offset segments of Huntington Avenue and signalize the Huntington Avenue and Brookhurst Street intersection. This would facilitate the opportunity for left-turns to and from the adjacent neighborhoods. As a result of the short distance between signalized intersections, the construction of the median would not require much out of direction travel.

**Comments/Explanation/Details** (*attach additional sheets as necessary*)

On March 10, 2006, the USEPA published a Final Rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in PM<sub>2.5</sub> and PM<sub>10</sub> nonattainment and maintenance areas. ). The March 10, 2006, Final Rule defines a project of air quality concern (POAQC) as follows:

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM<sub>2.5</sub> or PM<sub>10</sub> applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The USEPA / FHWA *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in PM<sub>2.5</sub> and PM<sub>10</sub> Nonattainment and Maintenance Areas* indicates that a significant volume of diesel truck traffic would be a facility with 125,000 annual average daily traffic with 8 percent or more of the traffic comprised of diesel trucks.

The proposed Brookhurst Street Widening project would not meet any of the above definitions. Future traffic volumes are not forecasted to exceed 50,000 ADT and diesel truck percentage would be approximately 2 percent. Therefore, the proposed project is not a POAQC.



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## Project Vicinity

*Brookhurst Roadway Widening*

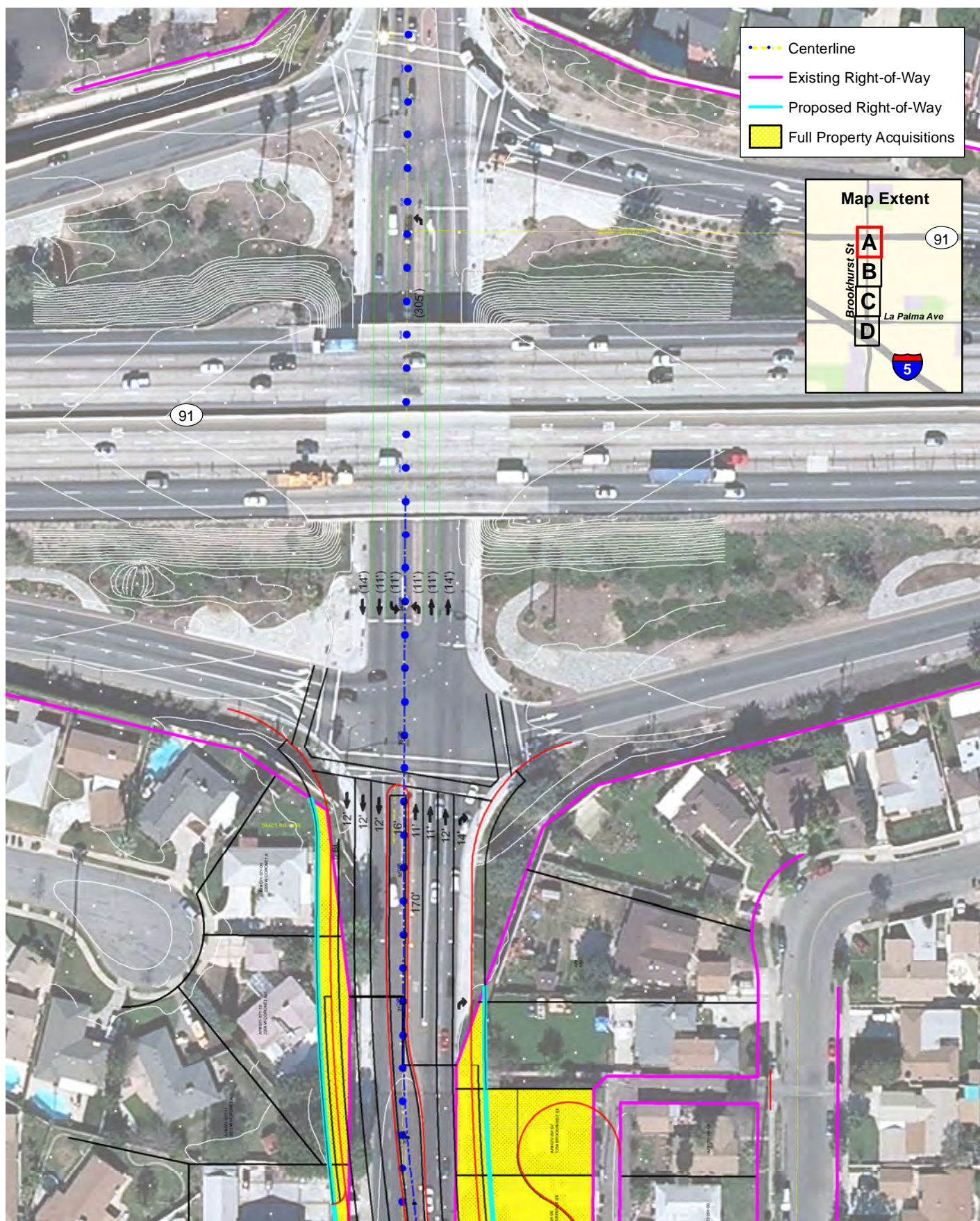


2,000 1,000 0 2,000  
Feet

Figure 2



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## Proposed Project

Brookhurst Roadway Widening

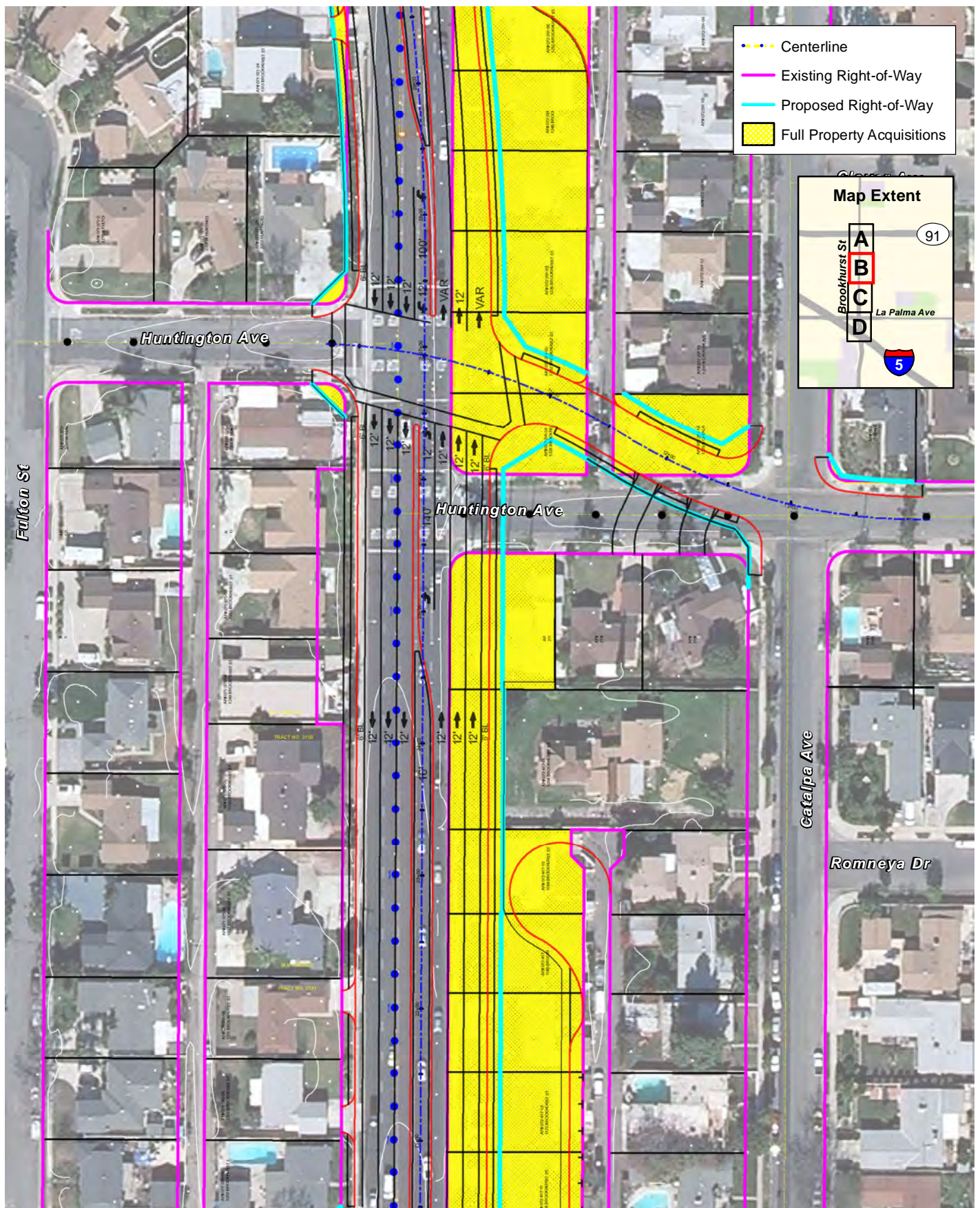


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Figure 3 – Sheet 1 of 4



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## Proposed Project

Brookhurst Roadway Widening

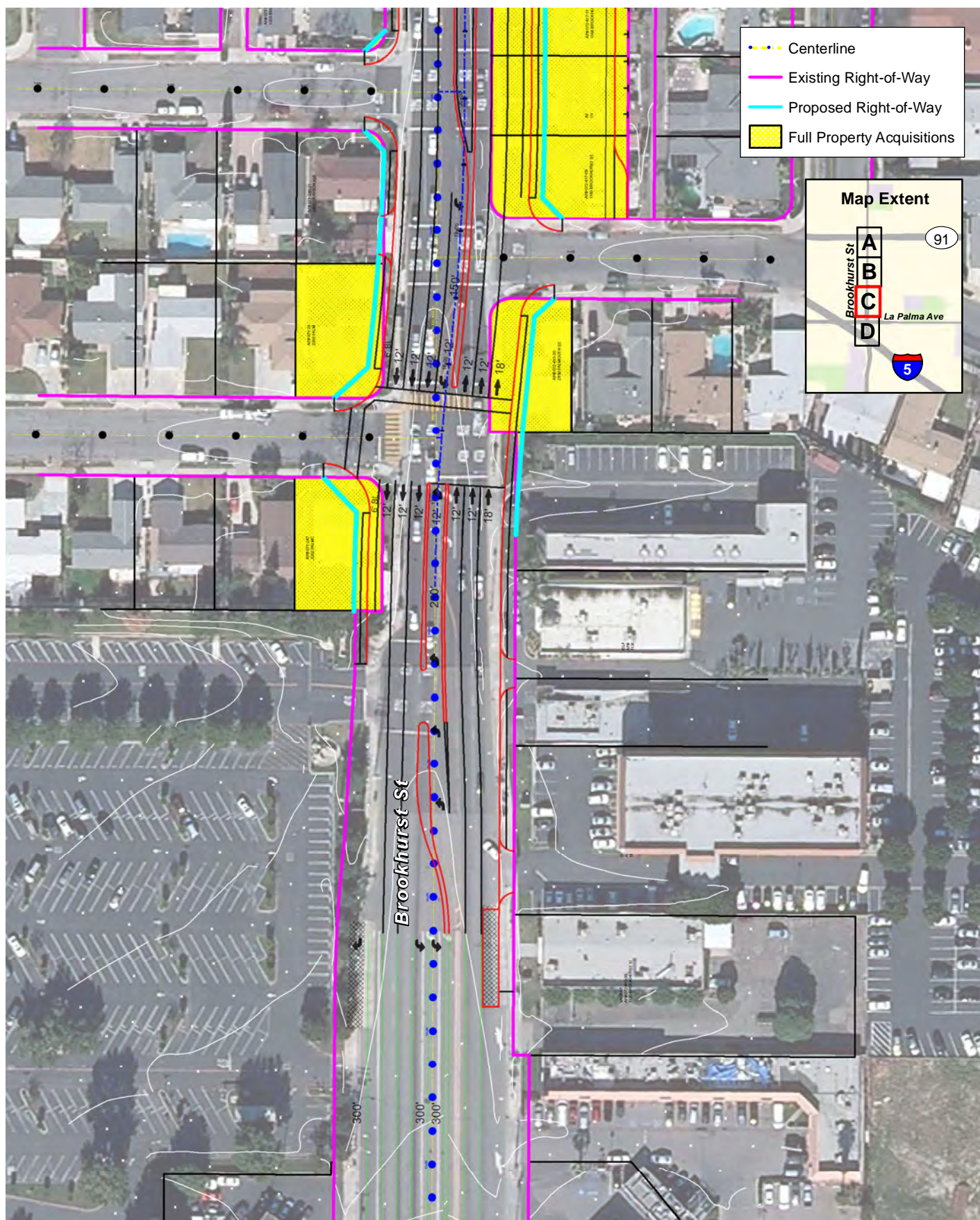


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Figure 3 - Sheet 2 of 4



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## Proposed Project

### Brookhurst Roadway Widening

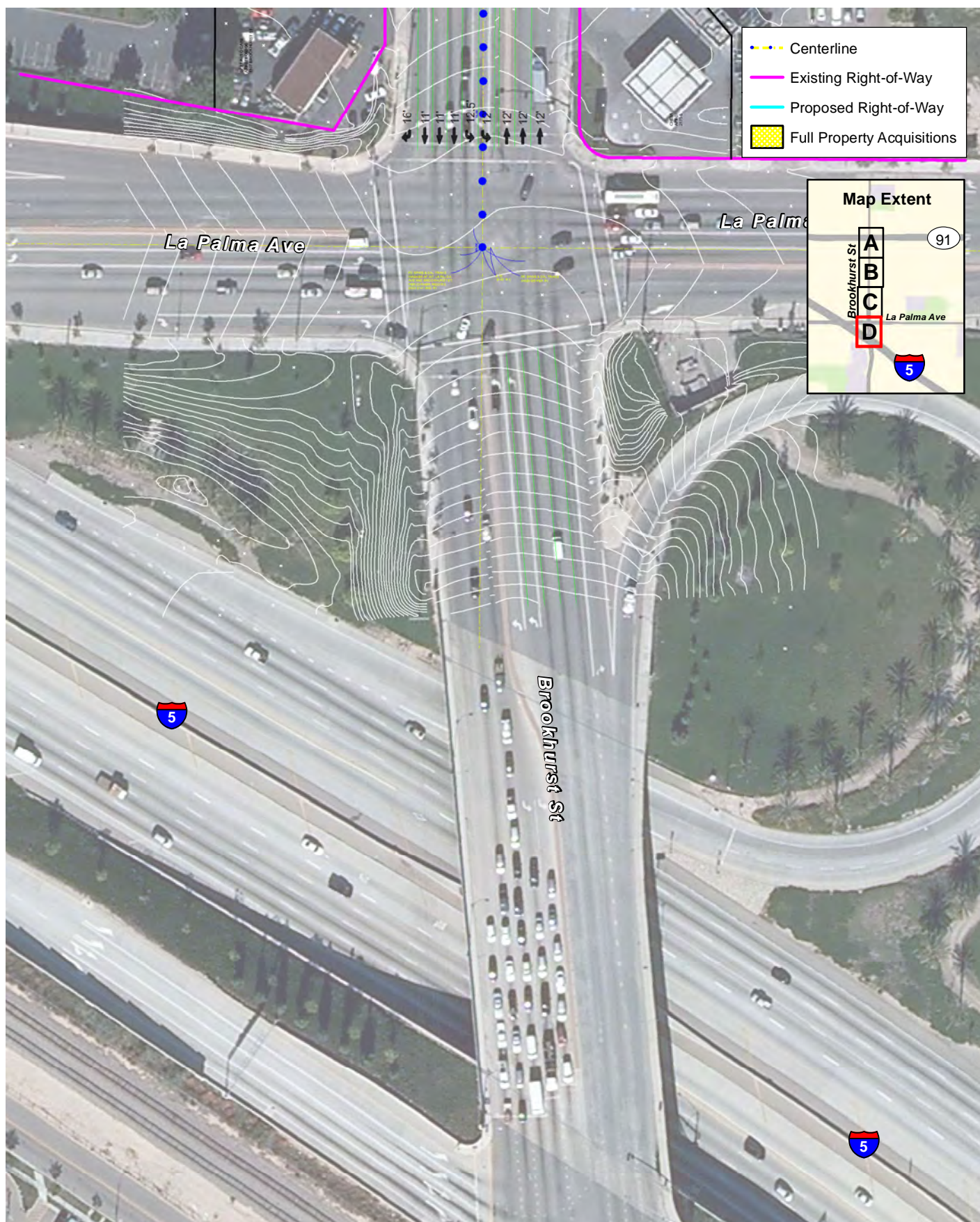


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## Figure 3 – Sheet 3 of 4



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## Proposed Project

Brookhurst Roadway Widening



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Figure 3 – Sheet 4 of 4